

BELL 206L-4 Model Guide

BELL 206L-4 is the latest variant listed in Bell's 206L family (206L, 206L-1, 206L-3, 206L-4). Registry data describes the family as turboshaft-powered, with up to 5 passengers, up to 810 nm range, up to 145 kt cruise and up to 20,000 ft service ceiling. These are family maxima, not BELL 206L-4 figures. The supplied documents give no variant-specific performance, so confirm it in the flight manual.

KEY TAKEAWAYS

- Alert Service Bulletin 206L-26-193 requires replacing bonded tail rotor driveshafts on affected BELL 206L-4 serial numbers by 3 August 2029.
- Family figures (up to 810 nm, up to 145 kt, up to 5 passengers) are not BELL 206L-4 specifications. Get the real numbers from the flight manual.
- Many main rotor parts have mandatory retirement lives, so check component hours and calendar time before buying.
- Maintenance data applies only to Bell-approved parts and processes. Check records for non-Bell parts or repairs.

TAIL ROTOR DRIVESHAFT BULLETIN

ASB 206L-26-193 (3 August 2026) covers the 206L, 206L-1, 206L-3 and 206L-4. Bonded adapters on segmented tail rotor driveshafts have disbonded, which could cause loss of tail rotor drive and loss of control. Bell mandates replacement with riveted shafts by 3 August 2029. Bell estimates about 12 man-hours. No warranty credit applies. Check the serial number against the bulletin's ranges.

LIFE-LIMITED PARTS AND RECORDS

The airworthiness limitations schedule in maintenance manual BHT-206L4T-MM-1 (Rev. 7, 27 October 2009) lists mandatory retirement lives. Examples: main rotor grip 4800 hours, strap retention fitting 2400 hours, tension torsion strap 1200 hours or 24 months. Parts not on the schedule have unlimited life. Confirm that logbooks show every life-limited part within limits, and that engine limits are checked separately in the engine maker's publications.

MODIFICATIONS AND DOCUMENTATION

The manual applies to 206L4 helicopters with STC SR00036SE installed. A separate mandatory bulletin covers FDC/aerofilter installations: the static port must be relocated before flying with snow baffles fitted. Ask which STCs are installed, and whether their bulletins are complied with and recorded in the logbook.

SAFETY NOTES

- Bell data, retirement lives and the spare parts warranty apply only to Bell-approved parts and processes. Suspected unapproved parts must be removed or referred to the manufacturer.
- Do not use parts from military helicopters on a commercial aircraft. Their airworthiness life may be lower.
- Check that ASB 206L-26-193 is complied with and logged for your serial number. Non-compliance risks tail rotor drive failure.